

At 1:38 o'clock yesterday morning the United States Army transport Sheridan, twenty-one days from Manila, struck a coral reef near Barber's Point lighthouse and stuck fast. Not until after daylight did the commander, Captain Peabody, succeed in getting word of the ship's plight ashore and transmitted to Honolulu.

There were 25 passengers in the first cabin of the Sheridan, and about 50 in the steerage. None of the passengers are for Honolulu. When the vessel struck Captain Peabody at once ordered the lifeboats lowered, as he thoroughly realized that the steamship was in a dangerous position. She was held amidships and immediately after sticking began to roll alarmingly. It was decided, however, that there would be no chance for a boat to live in the angry breakers inshore.

Captain Humphrey telephoned instructions to the revenue cutter Manning, working at the Manchuria wreck, to leave at once for the succor of the stranded transport on the opposite side of the island. The Inter-Island Steam Navigation Co. dispatched the steamer Claudine, Captain Parker, and the ketch tug Ina, Captain Olsson, who were ordered to the rescue. These two powerful steamers were both on the way between 8 and 9:30 o'clock. The Manning left Waimanalo about 11:30 and arrived off Barber's Point at 2:55. Later the Inter-Island steamer Helene was sent out to bring in the passengers, which she did early last night.

EXCITEMENT IN TOWN.

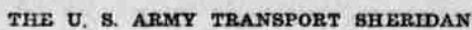
and distance from shore greater. While the vessel is still in port at Honolulu, the writer with her officers and crew whose duty keeps them on board, it is a great satisfaction to be able to record that the transport's passengers were all safe and snug in Honolulu at early bedtime last night. The writer has also received colored reports of a hopeful nature relative to the prospects of floating the vessel early this morning.

The Sheridan was built in Belfast, Ireland, in 1892. She is of 5673 tons gross and 3851 net, constructed of steel. Her dimensions are 44.5 feet length, 49.2 feet breadth and 30 feet depth. Standing her in good stead for 20 years, she is in excellent condition. The Sheridan has a double bottom and five

Secretary Atkinson, who went on board the wreck from Kalaeloa where the wireless station is situated, says the vessel is nearly two miles from shore and that soundings show deep water ahead as well as astern. The vessel is swinging on a hump of sand and coral amidship. This solitary hump of coral, though surrounded by deep water, is a considerable distance from the reef or line of breakers. "I would say," said the Secretary, "that the vessel is ashore on an 'uncharted rock.' However, there is no question but that she will be floated very soon.

"I am of the opinion that the rock on which the transport is stranded is the same which was struck some years ago by the S. S. China and which she reported on arrival at Honolulu. That was, I think, in 1893, and the British cruiser Champion, which was stationed here at the time, went out and searched for the rock in order to locate it and have it charted.

"I think it is only a question of a short time until the vessel is pulled off. Perhaps not tonight, but very possibly tomorrow."



(By Wireless Telegraph.)

IS OPEN FROM

Ltd., agents for Hawaii.

The main steam pipe broke when the



(By Wireless Telegraph.)

this morning. It is a statutory holiday as well as the statutory day for opening the term.

REEF IS UNCHARTED.
There is deep water all round the